

11. The Canadian Pacific did comparatively little for the older provinces in the way of opening up new territory. Its main line west hugs the Lake Superior shore, which is sterile and unfit for settlement.

The Grand Trunk Pacific will open a vast back-country between Moncton and Winnipeg, containing over 150,000,000 acres of well timbered land, much of it fit for agriculture, with deposits of mica, copper, nickel and iron, and with water-power of enormous capacity. It stands to reason that the development of this region must add to the wealth and importance of Ontario, Quebec and New Brunswick. That part of Canada will no longer be a mere fringe. The older provinces have done much for the west; they are now helping the west again, and at the same time doing something for themselves.

A SHORT LINE.

Looked at from the standpoint of a great Imperial highway, the Grand Trunk Pacific possesses advantages which must weigh heavily in its favor. It shortens the distance between Great Britain and the east by many hundreds of miles. A few comparisons of routes will make this clear. By the present existing Canadian routes the distance from Liverpool to Yokohama is 10,045 miles; Liverpool to Quebec, 2,632; Quebec to Vancouver, 3,078, and Vancouver to Yokohama, 4,335—making a total of 10,045 miles. When the Grand Trunk Pacific is completed the distance will be lessened by about 528 miles. It will then be Liverpool to Quebec 2,632 miles; Quebec, to say, Port Simpson, about 3,025 miles; Port Simpson to Yokohama, about 3,860 miles. Total, 9,517 miles. The Grand Trunk Pacific will not only afford the shortest route from British ports to the East, but also from the large centres of Canadian production and commerce; and by means of the new system's extensive connection, it will also be the shortest route to the Orient for many of the largest cities of the United States.

CHARACTER OF THE COUNTRY.

From Quebec City the line of the Grand Trunk Pacific will proceed through the northern portion of the province of Quebec in a westerly direction, crossing the western boundary of the province at a point about fifty miles south of Lake Abitibi. The territory traversed is largely unsettled, and at present practically inaccessible to settlers by reason of its lack of communication. That the greater part of it is rich in agricultural, mineral and forest resources has been established by geological surveys, and by the success which has attended settlement in similar districts situate even farther north than the proposed route of the Grand Trunk Pacific. A settlement, whose prosperity is an evidence of the worth of north-western Quebec, is that in the Lake St. John region, situate almost due north from the city of Quebec. Here large forest areas have been cleared, and the farmer's plough has superseded the axe of the lumberman. A large population is maintained in prosperity. A rich soil was found awaiting the husbandman, and abundant crops rewarded the industry of the settlers. The soil is generally composed of a rich grey clay; and the land seems to be inexhaustible. In some places heavy crops of wheat have been produced for the last fifteen years, and the yield shows no sign of falling off. Throughout the district wheat and other grains produce abundantly and ripen well. The climate is very similar to that enjoyed by the residents of Montreal, while it is said to be considerably milder than that of Quebec City. The snow fall is certainly less than that in the vicinity of the latter. Such is the character of a large, settled area of northern Quebec, situate fully 100 miles north of the proposed line of the Grand Trunk Pacific Railway.

Of the character of the north-western portion of Quebec there is much reliable information contained in reports of surveys made by Government geologists, and it should be borne in mind that these surveys were made before the new trans-continental railway was projected. It has been found that the whole country